

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MAY 20, 2013**

DOCKET ITEM: **4**

ISSUE: Consideration of a request to expand parking on the 3700 block of
Wheeler Avenue.

APPLICANT: Child and Family Network Centers

LOCATION: 3700 block of Wheeler Avenue

STAFF RECOMMENDATION:

Staff recommends replacing the NO PARKING restrictions on the south side of the 3700 block of Wheeler Avenue with “NO PARKING 9 P.M. TO 6 A.M.”

DISCUSSION:

This section of Wheeler Avenue is 44 feet wide and can easily accommodate a parking lane. The proposed parking would shadow the existing parking lanes immediately to the east and west of this location. The school will open in September 2013. The proposed parking change will provide the school added flexibility in accommodating parents and other visitors to the school. The time period for the parking is consistent with the parking lane to the immediate east.

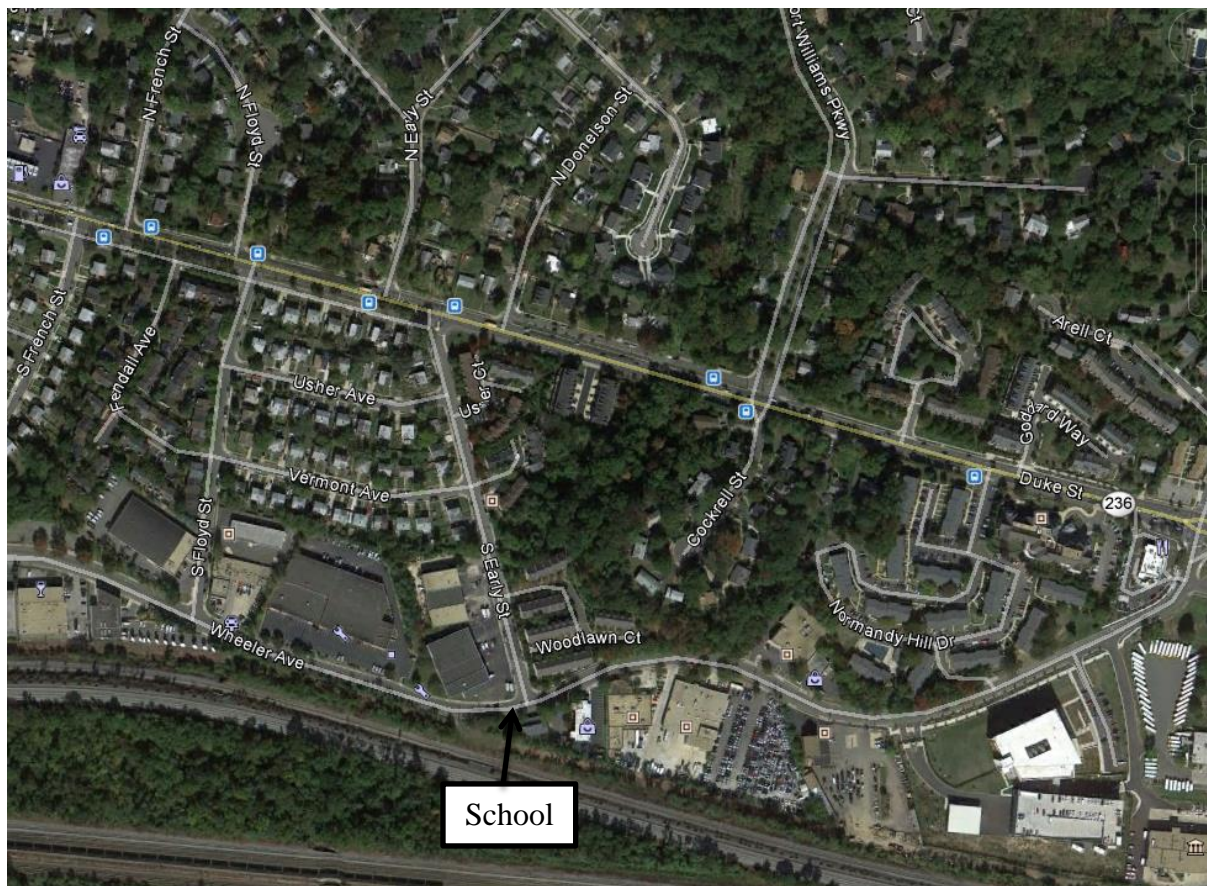


Figure shows an overhead view of Child and Family Network Centers at 3700 Wheeler Avenue.

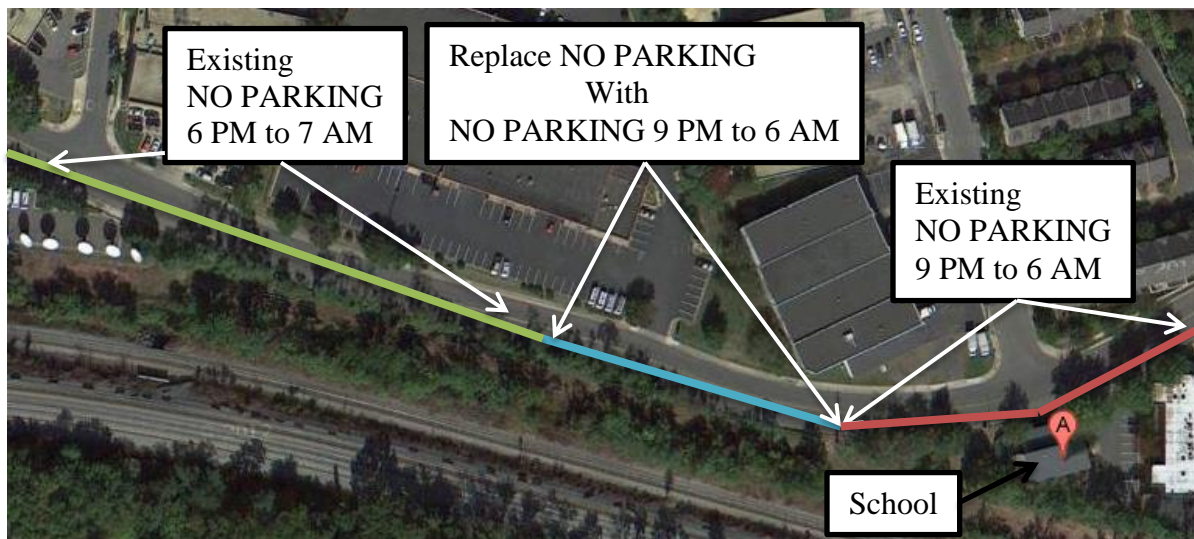


Figure shows the requested parking restrictions change.



Land, Carroll & Blair PC
ATTORNEYS AT LAW, EST. 1978

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April 23, 2013

BY U.S. & ELECTRONIC MAIL

Bob Garbacz, Division Chief
Transportation & Environmental Services
301 King Street, Room 4100
Alexandria, VA 22314

Re: 3700 Wheeler Avenue, Alexandria, Virginia 22304

Dear Mr. Garbacz:

I am writing on behalf of our client, Child and Family Network Centers ("CFNC"), the contract purchaser and soon to be owner of the property located at 3700 Wheeler Avenue.

On several occasions we have discussed during telephone conversations, CFNC's intent to convert the vacant building into a new preschool for children of low income families.

The purpose of this letter is to request that your Division review and evaluate the possibility of expanding the parking areas on the west of 3700 Wheeler Avenue. This area is currently signed "No Parking" although, there is no apparent reason why vehicles are prohibited from parking in this area. I would encourage the City, however, to continue the prohibition of overnight parking in this area to prohibit from becoming another City of Alexandria commercial truck overnight parking zone.

Also, as we have discussed the school intends to open its doors in September. Initially the school believes the arrivals and departures can be accommodated in the existing parking lot and areas in the morning and afternoon that are reserved by the placement of cones to allow for additional arrival and departure parking.. Once the school has an established operating pattern, it will re-evaluate whether or not it is necessary to seek a permanent pick up and drop off zone during the school hours.

I look forward to working with you on these issues. If you have any questions, please do not hesitate to contact me.

Best Regards,
LAND, CARROLL & BLAIR, P.C.

A handwritten signature in black ink, appearing to read "Duncan W. Blair". The signature is fluid and cursive, with the first name "Duncan" being more prominent.

Duncan W. Blair

cc: Margaret Patterson (by PDF only)
Joanna Anderson (by PDF only)
Nathan Randall (by PDF only)

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MAY 20, 2013**

DOCKET ITEM: 5

ISSUE: Consideration of a request to remove parking between the driveway at 610 West Taylor Run Parkway and Janney's Lane.

APPLICANT: Terrie Lora

LOCATION: 610 West Taylor Run Parkway

STAFF RECOMMENDATION:

Staff recommends removing parking, approximately one space, between the driveway at 610 West Taylor Run Parkway and Janney's Lane.

DISCUSSION:

The driveway for 610 West Taylor Run Parkway is located 100 feet to the south of Janney's Lane. When vehicles park between Janney's Lane and the driveway, visibility from the driveway is blocked. This issue is compounded by the volume and speed of traffic coming from Janney's Lane. Traffic turning right from Janney's Lane onto West Taylor Run Parkway often travels at excessive speeds because the corner is an acute angle. Several traffic calming projects have been undertaken in this area. A series of speed cushions were installed on West Taylor Run Parkway almost 10 years ago to reduce the speeds of traffic. Curb extensions were installed at the Janney's Lane/West Taylor Run Parkway intersection about five years ago to reduce the speeds of turning traffic. West Taylor Run Parkway experiences considerable cut through traffic because it provides convenient access to Telegraph Road.

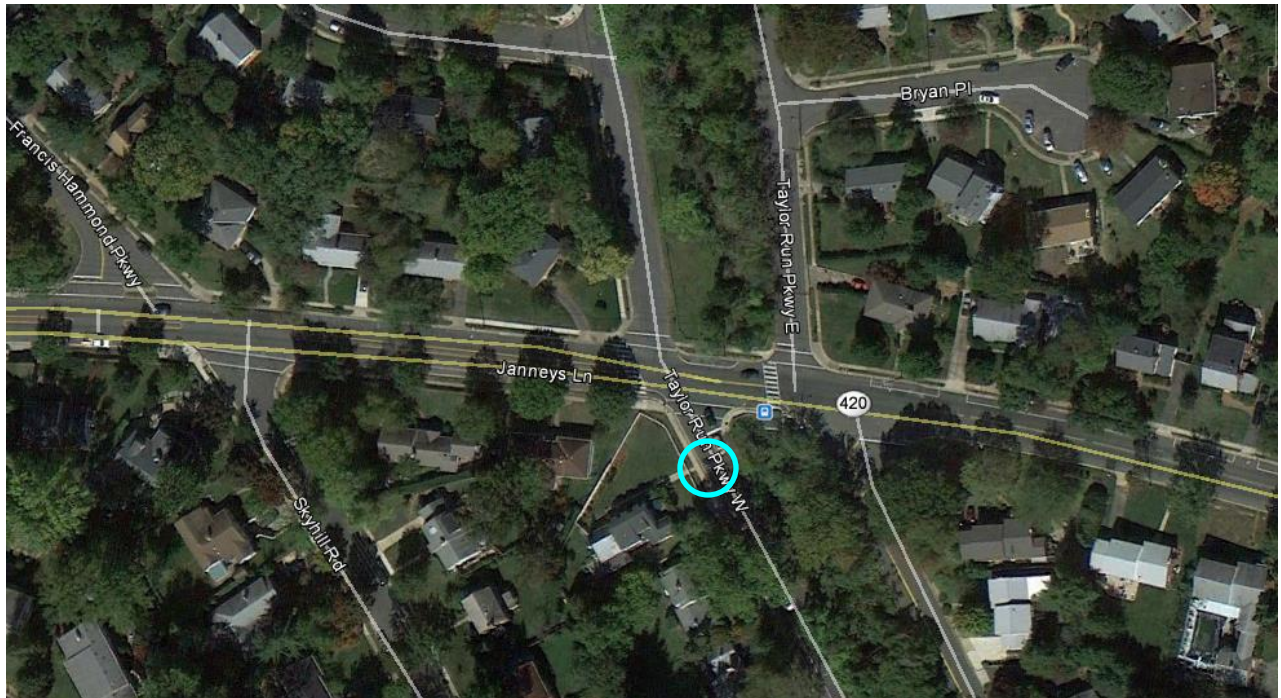


Figure shows the location of the request at Janneys and West Taylor Run.



Figure shows the location of the parking space requested to be removed.

Bob Garbacz

From: Terrie Lora <tbuell@aol.com>
Sent: Tuesday, April 30, 2013 11:31 AM
To: Bob Garbacz
Cc: Willie Lora
Subject: Janney's Lane & West Taylor Run Pkwy intersection and parking spot removal request

Good Morning Mr Bob Garbacz:

Thank you for returning my phone call. Per our conversation, here were the issues that I am kindly request you/your team review:

BUS STOP: I was concerned about the bus stop covered portico which blocks the view of vehicles exiting from WEST TAYLOR RUN PKWY onto Janney's lane. The bus stop blocks the view and you can not see the vehicles coming down Janney's lane from King street. Vehicles have to pull out into oncoming traffic lane to see vehicles coming from king street. I have seem numerous fender benders and a couple awful accident as cars must pull out into traffic. Not sure if they can relocate the bus stop backwards or to the other side if the street.

JANNEY'S LANE SPEED: I know there is a speed light on West Taylor Run (next to the park). It may be helpful to put one at the intersection of Janney land & west Taylor run. Vehicle speed is probably 95% of the reason for the accident. The other is the mass congestion from making this a though fair to get to telegraph road and onto the freeway. During traffic hours (morning and evening) I can not get out of my driveway. Is it possible to put in a speed camera and/or limit the hours this road is a major through fair? This brings me to the main issue of concern - the parking spot in front of my house, which I would like removed.

PARKING SPOT: by having parking on both sides of my driveway, I have to sometimes swing into oncoming traffic lanes to get into the narrow driveway entrance. During traffic hour -- this can take a few minutes. More importantly, when pulling out of my driveway - I can not see (blind corner) traffic/vehicles making the right from Janney's lane onto West Taylor Run. It makes it a blind exit into traffic for me. With an infant in the vehicle - this is horrible. Additionally, vehicles turning from Janney's lane (coming from king street) making the left -- it is a sharp turn and they swing wide and I have seen a few parked cars hit because of the sharp turn and limited room. I would like to request that the parking space closest to Janney's lane be removed.

Please let me know if you have any questions or need to contact me for any reason.

Have a great day.
Terrie

☐ Terrie B. Lora
610 W. Taylor Run Parkway
Alexandria, VA 22314
H: 703-671-1640
C: tbuell@aol.com / 703-638-0843

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MAY 20, 2013**

DOCKET ITEM: 6

ISSUE: Consideration of a request to install meters in non-metered commercial blocks.

APPLICANT: City of Alexandria, Transportation and Environmental Services

LOCATION: 100 block of N. Patrick St. between King St. & Cameron St. (west side)
100 block of S. Patrick St. between King St. & Prince St. (west side)
100 block of N. Fayette St. between King St. & Cameron St. (both sides)
King St. between S. Payne & S. Payton St. (south side)
1100 block of Cameron St. (south side)
100 block of N. Peyton St. (west side)
200 block of S. Peyton St.(east side)
100 block of N. Harvard St.(east side)
200 block of N. Lee St. between Cameron St. & Queen St. (west side)
200 block of Queen St. between N. Lee St. & N. Fairfax St.(south side)
Unit block of Prince St. between Union St. & Waterfront (both sides)
200 block of S. Union St. between Prince St. & Duke St.(west side)
Unit block of Duke Street between Union Street & the Strand (both sides)

STAFF RECOMMENDATION:

Staff recommends approval of the request to install meters in these non-metered commercial blocks with ground floor retail.

DISCUSSION:

Over the past three years, the City of Alexandria's Department of Transportation and Environmental Services has worked closely with Old Town Area Parking Study (OTAPS) Work Group to review recommendations from the 2009 Parking Study. The Study looked at parking supply and demand in the Old Town area and made a series of recommendations to manage the inventory of on-street parking spaces. One of the recommendations of the Study, which was supported by both the 2010 and 2012 OTAPS stakeholder Work Groups, was to add meters in blocks with commercial ground floor retail in order to support two goals, by encouraging: (1) turnover in high demand parking areas and (2) long-term parkers (e.g., employees) to park in off-street parking facilities. Alexandria Police Department (APD) representatives who served on both 2010 and 2012 OTAPS Works Group also indicated that it is much easier to enforce metered parking than time restricted parking spaces. In 2012, the City installed multispace meters on the majority of commercial blocks along King Street and on side streets north and south of King Street. However, there are still some commercial blocks that are not metered. Additional studies showed that parking turnover increased as a result of multispace installation in 2010.

The reconvened 2012 OTAPS Work Group approved the 2009 parking study recommendation regarding installing meters in non-metered commercial blocks and recommended adding meters on the following commercial blocks with ground floor retail. These blocks are highlighted on the map in green.

- 100 block of N. Patrick St. between King St. & Cameron St. (west side)
- 100 block of S. Patrick St. between King St. & Prince St.(west side)
- 100 block of N. Fayette St. between King St. & Cameron St. (both sides)
- King St. between S. Payne & S. Payton St. (south side)
- 1100 block of Cameron St. between N. Henry St. & N. Fayette St. (south side)
- 100 block of N. Peyton St. (west side)
- 200 block of S. Peyton St.(east side)
- 100 block of N. Harvard St.(east side)
- 200 block of N. Lee St. between Cameron St. & Queen St. (east side)
- 200 block of Queen St. between N. Lee St. & N. Fairfax St.(south side)
- Unit block of Prince St. between Union St. & Waterfront (both sides)
- 200 block of S. Union St. between Prince St. & Duke St.(west side)
- Unit block of Duke Street between Union Street & the Strand (both sides)

During the budget adoption meeting on May 6, 2013 Council approved \$160,000 in FY 2014 for meter expansion in Old Town.

RECOMMENDATION:

In order to be consistent with the remainder of commercial metered blocks, staff recommends installing meters on blocks with a ground floor commercial use east and west of Washington Street. This would make parking enforcement easier and allows for parking spaces to turn over more quickly.







Installation of Parking Meters in Old Town

Over the past three years, the City of Alexandria's Department of Transportation & Environmental Services has worked closely with Old Town Area Parking Study (OTAPS) Work Group to review recommendations from the 2009 Parking Study. The Study looked at parking supply and demand in the Old Town area and made a series of recommendations to manage the inventory of on-street parking spaces. One of the recommendations of the Study, which was supported by both the 2010 and 2012 OTAPS stakeholder Work Groups, was to add meters in blocks with commercial ground floor retail in order to encourage long-term parkers to park in off-street parking facilities, making on-street spaces available for short-term parkers.

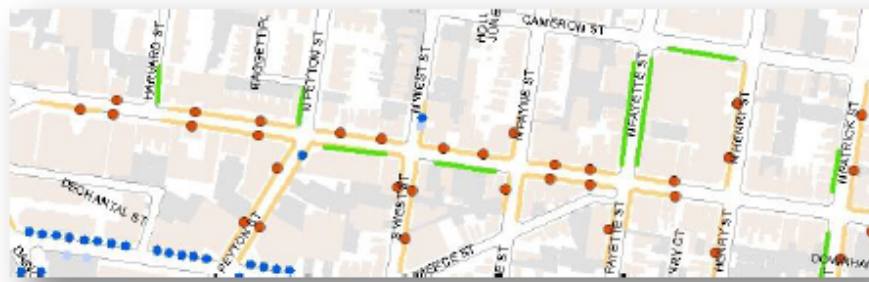
The City installed multispace meters in the majority of blocks with commercial ground floor retail in 2010. Additional studies showed that parking turnover increased as a result of multispace installation in 2010. However, there are still some commercial blocks that have free time restricted parking. The reconvened 2012 OTAPS Work Group recommended adding meters on the following commercial blocks with ground floor retail. These blocks are highlighted on the map in green.

- 100 block of N. Patrick St. between King St. & Cameron St. (west side)
- 100 block of S. Patrick St. between King St. & Prince St. (west side)
- 100 block of N. Fayette St. between King St. & Cameron St. (both sides)
- King St. between S. Payne & S. Payton St. (south side)
- 1100 block of Cameron St. between N. Henry St. & N. Fayette St. (south side)
- 100 block of N. Peyton St. (west side)
- 200 block of S. Peyton St. (east side)
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- Unit block of Prince St. between Union St. & Waterfront (both sides)
- 200 block of S. Union St. between Prince St. & Duke St. (west side)
- Unit block of Duke Street between Union Street & the Strand (both sides)



A Public Hearing on this request will be held during the Traffic and Parking Board Meeting on May 20 at 7:30 pm at City Hall, 301 King St.

For more information visit alexandriava.gov/ParkingStudies or contact Faye Dastgheib at 703.746.4139 or by e-mail at faye.dastgheib@alexandriava.gov



**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MAY 20, 2013**

DOCKET ITEM: **7**

ISSUE: Consideration of a request to remove parking spaces along Commonwealth Avenue and ban the left turn from southbound Mount Vernon Avenue onto northbound Commonwealth Avenue to accommodate bicycle lanes and a bicycle box.

APPLICANT: City of Alexandria, Transportation and Environmental Services

LOCATION: The intersection of Commonwealth Avenue and Mount Vernon Avenue

STAFF RECOMMENDATION:

Staff recommends the board approve the removal of three parking spaces along Commonwealth Avenue to accommodate bicycle lanes on this roadway and ban the turn from southbound Mount Vernon Avenue onto northbound Commonwealth Avenue to improve safety for the bicycle box that is to be enhanced on Commonwealth Avenue.

DISCUSSION:

The existing bicycle lanes along most of Commonwealth Avenue are some of the highest utilized bicycle lanes in the City. According to the 2012 Alexandria Bicycle and Pedestrian Count Report for the National Pedestrian and Bicycle Documentation Project, the intersection of Commonwealth Avenue and Mount Vernon Avenue is estimated to accommodate over 200,000 cyclists per year. Nearly the entire length of Commonwealth Avenue has existing bicycle lanes, with the exception of the stretch between Mount Vernon Avenue and Ashby Street, leading to the bicycle box at the intersection of Mount Vernon Avenue and Commonwealth Avenue. The bicycle box is an intersection safety design to prevent bicycle/car collisions. It is a painted green space on the road with a white bicycle symbol inside. The box creates space between motor vehicles and the crosswalk that allows bicyclists to position themselves ahead of motor vehicle traffic at an intersection. The proposed bicycle lanes would provide a protected connection for the thousands of cyclists using this facility each year but would require the loss of approximately three parking spaces on Commonwealth Avenue between Mount Vernon and East Clifford Avenue. See Figure 1 for the exact location.

Additionally, to improve safety and accommodate enhancements for the bicycle box on Commonwealth Avenue, vehicle turns onto northbound Commonwealth Avenue from southbound Mount Vernon Avenue need to be prohibited. Evening peak counts of vehicle movements showed that only one car made this left turn between the hour of 4:45pm and 5:45pm. Because of the required placement of the bicycle box, left turning vehicles would encroach into the designated bicycle area if permitted to make this movement. See Figure 2 for a diagram of the proposed turn ban.

This project was presented to the Del Ray Citizens Associate on May 13th, 2013 and no objections were made to the removal of parking and ban of the left turn. See Figure 3 for detailed plans.

Figure 1



Figure 2

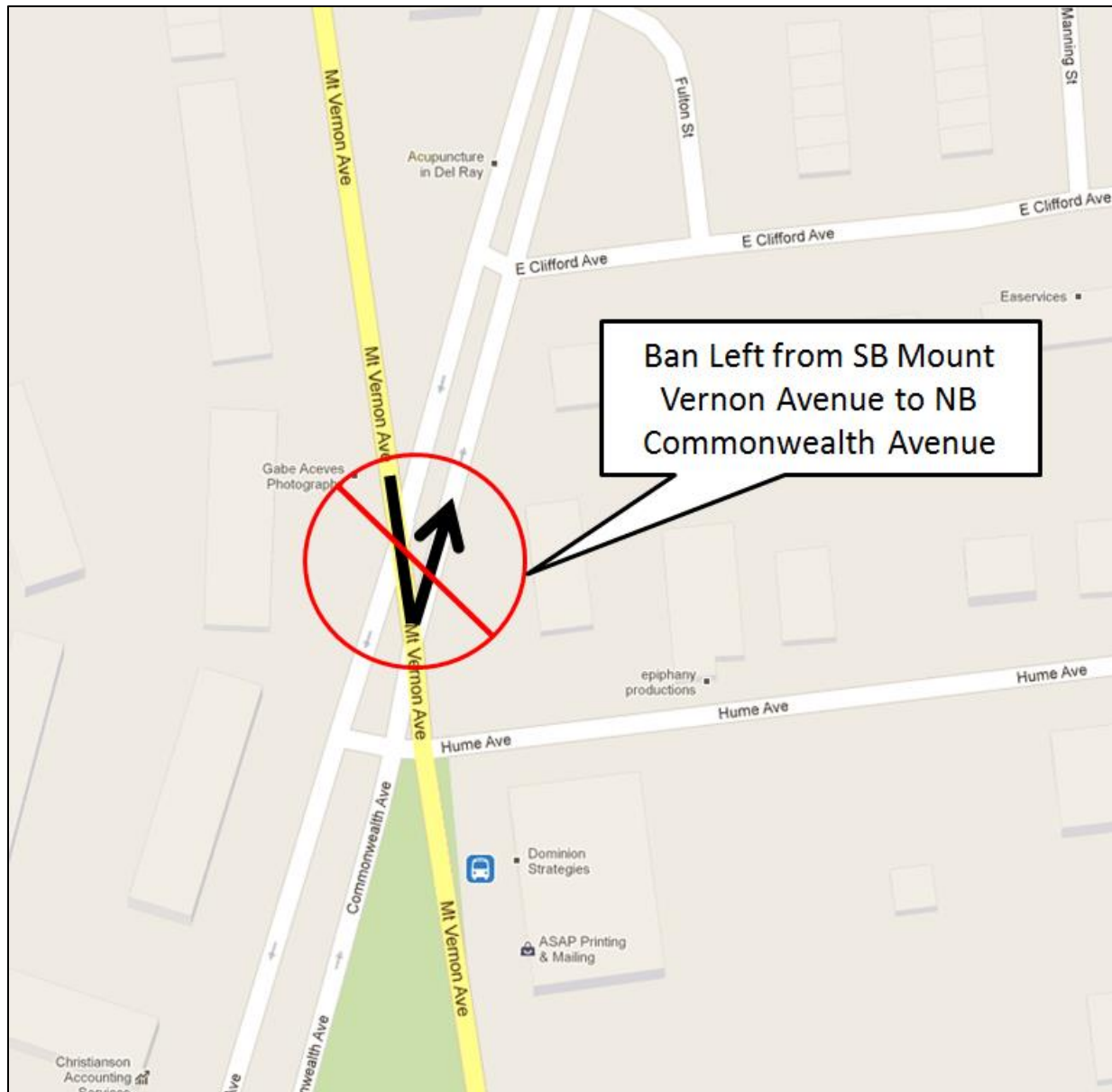
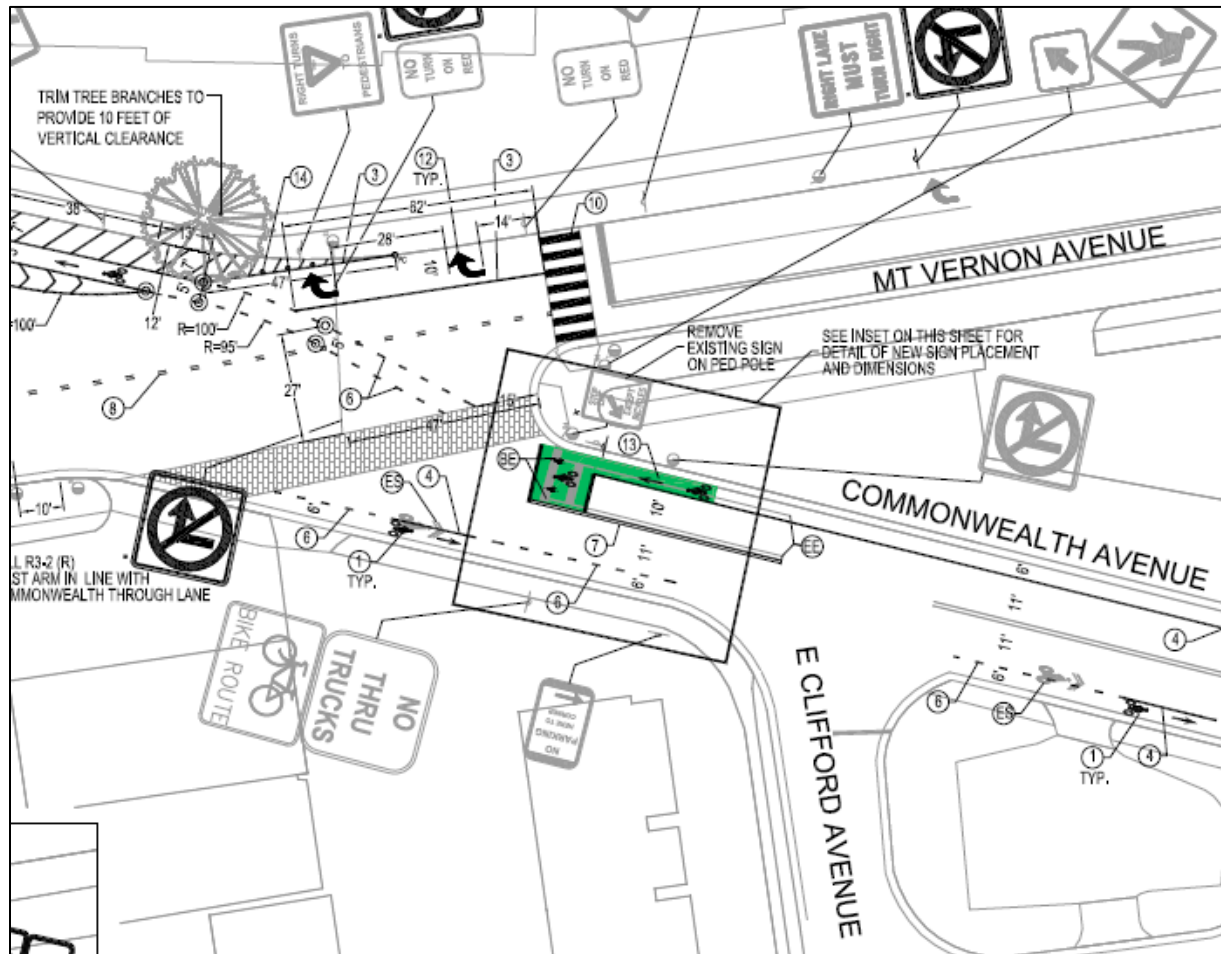


Figure 3



**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MAY 20, 2013**

DOCKET ITEM: 8

ISSUE: Consideration of a request to amend City Municipal Code Section 10-7-4-(d) so that the designation of sidewalks on which bicycling is prohibited shall be determined by the Director of Transportation & Environmental Services after consultation with the Chief of Police and a public hearing before and recommendation from the Traffic & Parking Board.

APPLICANT: City of Alexandria, Transportation and Environmental Service

LOCATION: Citywide

STAFF RECOMMENDATION:

Staff recommends the board approve the amendment of City Municipal Code Section 10-7-4-(d) so that the designation of sidewalks on which bicycling is prohibited shall be determined by the Director of Transportation & Environmental Services after consultation with the Chief of Police and a public hearing before and recommendation from the Traffic & Parking Board.

DISCUSSION:

To be consistent with the State of Virginia code, neighboring jurisdictions codes, and to be consistent with the City's Complete Streets Program and safety initiatives, staff is proposing updates to Chapter 7 of Title 10 of the Code of the City of Alexandria. Attachment 1 contains all proposed changes.

The amendment that is proposed for board approval is Section 10-7-4-(d). The current code states that no bicycle shall be operated on any sidewalk in the city, except such sidewalks or portions of thereof which city council shall be resolution designate as bicycle routes. This section of the code, from 1963, is outdated and is not consistent with the State of Virginia code or Arlington County code.

The State of Virginia code, 46.2.904 states that bicycles may be ridden on sidewalks unless prohibited by local ordinance or traffic control devices, and if so, signs must be posted with the prohibition. Arlington County code 14.2-65 states persons of any age may ride a bicycle upon any sidewalk, except for those sidewalks, designated by the County Manager on which bicycle riding is prohibited. Signs indicating such prohibition shall be conspicuously posted in general areas where bicycle riding is prohibited.

Staff is proposing the following section to replace the existing Section 10-7-4-(d)

“The designation of sidewalks of which bicycle riding is prohibited shall be determined by the Director of Transportation & Environmental Services after consultation with the Chief of Police and a public hearing before and recommendation from the Traffic & Parking Board.”

Other sections of the code are also being proposed to City Council for amendment, including removing the bicycle registration requirement, not permitting bicycling on sidewalks in outdoor dining zones, making the city code consistent with the state code regarding how bicycles are operated on the roadway, and removing the requirement for bicyclist to use a path on certain roadways.

This code change was presented to the Transportation Commission at their May 8, 2013 meeting, and notification of the code change was sent through City communication outlets including as e-news, the city website, and the City Manager’s report.

Attachment 1

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Chapter 7 (BICYCLES), Title 10 (MOTOR VEHICLES AND TRAFFIC) of The Code of the City of Alexandria, Virginia, 1981, as amended, by amending certain sections thereof as set forth more fully below.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Chapter 7 of Title 10 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained by amending the following sections to read as follows:

(New language is underlined; deleted language is ~~stricken through~~)

Sec. 10-7-1 --~~Registration and license tags; fees.~~ Reserved.

~~The owner of every bicycle kept or regularly operated within the city shall register the same with the police chief and shall obtain from him a license tag for such vehicle, which tag shall be attached and sealed on the rear of the bicycle. The registration and tag shall cost \$0.25 and shall be effective throughout the life of the bicycle; except, that in the event of any transfer, the new owner shall obtain a transfer of license tag from the police chief at a cost of \$0.10.~~

Sec. 10-7-2 --~~Owner's report of change of ownership, etc.~~ Reserved.

~~Within 10 days after change of ownership or dismantling and removal from operation of any bicycle, the previous owner shall report the information to the police chief.~~

Sec. 10-7-3 --~~Reports required of bicycle dealers.~~ Reserved.

~~Every person engaged in the business of buying or selling new or secondhand bicycles shall report to the police chief every bicycle purchased or sold by such person, as~~

well as the name and address of the person from whom it is purchased or to whom it is sold, a description of the bicycle by name or make, the frame number thereof, and the number of the license tag, if any, found thereon.

Sec. 10-7-4 - Designation of ~~Sidewalks as~~ Non-roadway bicycle routes; duties of riders.

Unless designated by signage prohibiting such conduct, persons of any age may ride a bicycle upon any bike paths or sidewalks located within the City. Riders on sidewalks or bike paths shall do so, subject to the following conditions.

- (a) A person riding a bicycle on a sidewalk or bike path shall yield the right-of-way to any pedestrian and shall give an audible signal, either verbally or by the use of a bell or other device capable of giving a signal audible for a distance of 100 feet, before overtaking and passing any pedestrian.
- (b) A person riding a bicycle on a sidewalk or bike path shall have all the rights and duties of a pedestrian under the same circumstances.
- (c) ~~With the exception of~~ The foregoing sections shall not apply to bicycles operated by police officers in the course of their law enforcement duties, no bicycle shall be operated on any sidewalk in city, except such sidewalks or portions thereof which city council shall by resolution designate as bicycle routes.
- (d) The designation of sidewalks on which bicycling is prohibited shall be determined by the Director of Transportation & Environmental Services after consultation with the chief of police and a public hearing before and recommendation from the Traffic & Parking Board.
- (e) Notwithstanding the foregoing, bicycles shall not be permitted on all sidewalks within the King Street Outdoor Dining Overlay Zone as set forth in City of Alexandria Zoning Ordinance 6-800, et seq., and any other outdoor dining overlay zone as may be created within the city.

Sec. 10-7-5 - Definitions.

The following words, when used in this chapter shall, for the purposes of this chapter, have the meanings respectively ascribed to them in this section, except in those instances where the context clearly indicates a different meaning:

- (1) *Bicycle*. Every device propelled by human power upon which any person may ride, having two tandem wheels either of which is over 20 inches in diameter, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels.
- (2) *Roadway*: That portion of a street or highway improved, designed or ordinarily used for vehicular travel. In the event a highway includes two or more separate roadways, the term "roadway" shall refer to any roadway separately but not to all roadways collectively.
- (3) *Sidewalk*. That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians.
- (4) *Bike Path*: Any public path specifically created for and designated for use by bicycles.

~~(4)(5)~~ Bike Lane: That portion of a street designed and used for bicycle travel.

Sec. 10-7-6 - Manner of operating ~~on roadway or bike path.~~

Every person riding a bicycle upon a roadway has all the rights and is subject to all the duties applicable to the driver of a motor vehicle except those provisions which by their very nature can have no application or to the extent that different rights and restrictions are expressly imposed by this chapter or applicable state law.

(a) ~~Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.~~

(b) ~~Whenever any person shall ride a bicycle on a sidewalk designated by the city council as a bicycle route, the person shall yield the right of way to any pedestrian and shall give an audible signal before overtaking and passing any pedestrian or bicycle.~~

(c) ~~Wherever a bicycle route bike path designated as such pursuant to section 10-7-4 of this chapter is designated and provided adjacent to a roadway, bicycle riders shall use such bicycle route bike path and shall not use the roadway.~~

Sec. 10-7-7 ~~Brakes, lights, etc., as prerequisite to registration, etc. Reserved.~~

~~The police chief shall have the authority to refuse to register, license or transfer a tag on any bicycle which is not equipped with effective brakes and with lights and reflectors as required in this title.~~

[Intervening section unchanged]

Sec. 10-7-9 - Riding abreast.

Persons riding bicycles upon roadways, ~~bike paths or sidewalks~~ designated by the city council as bicycle routes ~~may~~shall not ride two ~~or more~~ abreast so long as they do not impede traffic. ~~Persons riding bicycles may not ride more than two abreast.~~

Sec. 10-7-10 - Parking.

No person shall park a bicycle in the city in a manner that unreasonably impedes pedestrian or vehicular traffic on a public roadway, bike path or sidewalk. ~~other than against a curb or in a sidewalk rack or against a building in such manner as to cause the least possible obstruction to traffic.~~

Sec. 10-7-11 ~~— Safety Equipment~~Warning devices:

Every bicycle operated in the city shall be equipped with brakes, lights and reflectors as required by state law ~~a bell or other device capable of giving a signal audible for a distance of at least 100 feet; except, that no bicycle shall be equipped with any siren or whistle.~~

Sec. 10-7-12 - Bicycle helmets.

(a) *Requirement.* Every person 14 years of age or younger shall wear a protective helmet when riding or being carried on a bicycle on any roadway, sidewalk or public ~~bicycle~~ bike path within the city. For the purpose of this section, "protective helmet" shall

refer to any helmet that meets the standards promulgated by the American National Standards Institute or the Snell Memorial Foundation.

- (b) *Civil penalty.* The parents of any person who violates this section shall be, jointly and severally, liable for a civil penalty. For each such violation, the parents of the violator shall be liable for a penalty of \$25; provided, that such penalty shall be suspended (i) for any person's first violation and (ii) for any person's second or subsequent violation, if the person provides proof of ownership of, or of having purchased or acquired, subsequent to the violation but prior to the deadline for payment of the civil penalty, a helmet of the type required by this section.
- (c) *Procedures.* If a violation of this section has occurred, the violator shall be given written notice of the violation. The notice shall state:
 - (1) that the parents of the violator shall be liable for the civil penalty set forth in subsection (b);
 - (2) the circumstances under which the civil penalty may be suspended, as provided in subsection (b); and
 - (3) the deadline by which the parents of the violator must appear, either in person or by mail, before the treasurer of the city and admit liability for or plead no contest to the violation, and pay the civil penalty established for the violation, or alternatively provide satisfactory proof of ownership, purchase or acquisition, within the time specified in subsection (b), of a helmet of the type required by subsection (a).

An admission of liability or a statement of no contest to a violation of this section shall not be deemed a criminal violation for any purpose. If the parents of a violator do not elect to admit liability or plead no contest, the violation shall be tried in the Alexandria General District Court upon the filing of a warrant in debt.

Section 2. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction:

| First Reading:

Publication:

Public Hearing:

Second Reading:

Final Passage: